

Message Text

LIMITED OFFICIAL USE

PAGE 01 STATE 133007
ORIGIN EB-08

INFO OCT-01 EA-10 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 PM-05
H-01 NSC-05 PA-01 SP-02 SS-15 ICA-11 /074 R

DRAFTED BY EB/OA/AN:TJROESCH:LR
APPROVED BY EB/OA:MHSTYLES
DOT/C-20:VFORT
CAB:JHORNEMAN
EA/J:CMCDONALD
EB/OA/AN:RABROWN
-----110593 250956Z /17
R 250731Z MAY 78
FM SECSTATE WASHDC
TO AMEMBASSY TOKYO

LIMITED OFFICIAL USE STATE 133007

E.O. 11652: N/A

TAGS: EAIR, JA

SUBJECT: CIVAIR: IMPORT CARGO PROCESSING ARRANGEMENT
AT NARITA

1. TO FOLLOW UP IMPORT CARGO CLEARANCE QUESTION
RAISED AT BOTH FEBRUARY AND MARCH TALKS, DEPARTMENT
REQUESTS EMBASSY APPROACH MOFA AND PRESENT
FOLLOWING POINTS IN FORM OF AIDE MEMOIRE:

A. THE US GOVERNMENT WISHES AGAIN TO RAISE THE
QUESTION OF IMPORT CARGO HANDLING AT NARITA AIRPORT
FOR US AIRLINES. PRESENTLY IN PHASE 1 AT NARITA,
THE JAPANESE GOVERNMENT PROVIDES JAL (THROUGH ITS JOINT
VENTURE SUBSIDIARY, JALTOS) FACILITIES AND AUTHORIZATIONS
LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 STATE 133007

TO HANDLE AND CLEAR ITS OWN INBOUND CARGO AS WELL AS
CARGO OF OTHER AIRLINES. ALL OTHER AIRLINES, INCLUDING
US AIRLINES, MUST EITHER TURN TO JAL FOR SUCH SERVICES
OR THE GOVERNMENTALLY DESIGNATED ALTERNATIVE, IACT.
THIS ARRANGEMENT GIVES JAL THE ABILITY TO CONTROL
ITS OWN SERVICE BUT FORCES US AIRLINES TO RELY ON A
THIRD PARTY FOR THE COST AND QUALITY OF THEIR SERVICES.

THIS SITUATION INHERENTLY FAVORS JAL AND DOES NOT

PROVIDE US AIRLINES A FAIR AND EQUAL OPPORTUNITY TO COMPETE.

B. ASSURANCES BY GOJ THAT IACT'S SERVICE STANDARDS WILL NOT BE PERMITTED TO FALL BELOW THOSE OF JALTOS FAIL TO CORRECT THE UNEQUAL OPPORTUNITY. US AIRLINES MUST FOLLOW A CMUBERSOME PROCESS TO GAIN REDRESS FOR DAY-TO-DAY SERVICE PROBLEMS IN WHAT IS A DYNAMIC AND CONTINUOUSLY CHANGING INDUSTRY. IN FACT, JAL SERVICE BECOMES THE STANDARD AT NARITA WHICH US AIRLINES CANNOT HOPE TO MATCH SINCE THEY ARE UNABLE TO PROVIDE THEIR OWN SERVICES. GOJ'S GUARANTEE OF EQUALITY ONLY GUARANTEES JAL'S LEADERSHIP AND EMPHASIZES THE EXISTING DISCREPANCY.

C. SIMILARLY, ASSURANCES THAT IACT'S CHARGES WILL NOT EXCEED THOSE OF JALTOS HAS LITTLE MEANING TO THE US AIRLINES SINCE PROFITS THAT MAY BE GENERATED BY EXCESSIVELY HIGH PRICES BY JALTOS WOULD STAY WITHIN THE JAL ORGANIZATION. THIS WOULD NOT BE TRUE OF SIMILAR HIGH PRICES CHARGED BY A POSSIBLY LESS COMPETENT IACT.

D. THE LIMITATION OF INBOUND CARGO HANDLING TO EITHER JALTOS OR IACT AT NARITA WAS NOT ACCEPTED BY LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 STATE 133007

ALL THE US AIRLINES. IN ANY EVENT, THE USG CANNOT REGARD THAT ANY PRESUMED ACQUIESCENCE BY SOME AIRLINES A NUMBER OF YEARS AGO IS RELEVANT TO CURRENT CIRCUMSTANCES OR TO THE VIEW OF THE USG THAT THE LIMITATIONS DENY US AIRLINES A FAIR AND EQUAL OPPORTUNITY TO COMPETE.

E. USG STRONGLY ENCOURAGES GOJ TO GRANT TO US AIRLINES ON EXPEDITIOUS BASIS ALL FACILITIES, LICENSES AND APPROVALS NECESSARY TO OPERATE ON PAR WITH JAL THROUGH THEIR OWN BONDED FACILITY AT NARITA. IF A US AIRLINE ALREADY HAS SUFFICIENT SPACE IN PHASE I TO HOUSE A BONDED FACILITY, USG CANNOT APPRECIATE THE REASONS FOR RESTRICTING AUTHORITY UNTIL THE INDEFINITE DATE OF PHASE II. FOR EXAMPLE, PAN AMERICAN REPORTS IT WOULD NOT ENLARGE ITS FACILITIES IN PHASE II BUT WILL USE WHAT IT PRESENTLY HAS. THEREFORE, THERE IS NO REASON FOR GOJ NOT TO ACT FAVORABLY NOW ON PAN AM'S APPLICATION FOR AUTHORITY.

F. OF EQUAL IMPORTANCE IS GOJ ASSURANCE THAT THOSE US AIRLINES THAT NOW SEEK TO CONSTRUCT FACILITIES

IN THE PHASE II AREA ADJACENT TO THE EXISTING CARGO
BUILDING WILL BE GRANTED THIS AUTHORITY, AS WELL AS
THE RIGHT TO RECEIVE ALL NECESSARY LICENSES AND
APPROVALS TO OPERATE INBOUND BONDED WAREHOUSE OR
SHED IN THE NEW FACILITY. FLYING TIGER IS PREPARED

TO COMPLETE ITS PHASE II FACILITY BY END OF THIS YEAR.

G. FINALLY, GIVEN INDEFINITE TIME FRAME FOR PHASE II,
USG WOULD ASK GOJ THAT IT GIVE REASONABLE CONSIDERATION
TO SUGGESTIONS THAT ARISE TO IMPROVE THE PRESENT IACT
SYSTEM. CHRISTOPHER

LIMITED OFFICIAL USE

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: IMPORTS, CARGO, TEXT, AIDE MEMOIRE, NARITA
Control Number: n/a
Copy: SINGLE
Draft Date: 25 may 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978STATE133007
Document Source: CORE
Document Unique ID: 00
Drafter: TJROESCH:LR
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780220-1057
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780518/aaaaapfw.tel
Line Count: 127
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 0aaaba96-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 05 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2566073
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: IMPORT CARGO PROCESSING ARRANGEMENT AT NARITA
TAGS: EAIR, JA
To: TOKYO
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/0aaaba96-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014